

1917 ✓

Yellowstone

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THE GRAND CANYON OF THE YELLOWSTONE





The Grand Canyon Trip—Time and Cost

STOP-OVERS AT LIVINGSTON DURING YELLOWSTONE PARK SEASON.—During the Yellowstone Park season (June 15 to September 15) stop-overs will be allowed at Livingston, Mont., in addition to those usually granted on stop-over tickets, on all classes of tickets, both east-bound and west-bound, reading to points on or via the Northern Pacific Railway, regardless of limit, except that on one-way tickets stop-over must not exceed thirty (30) days. The stop-overs will be obtained on continuous-passage tickets by deposit of ticket on arrival at Livingston with agent at that point, who will arrange for extension of limit by exchange for a new ticket bearing same conditions.

Passengers holding through sleeping car tickets will also be furnished sleeping car stop-over checks at Livingston on application to Pullman conductors. Sleeping car tickets should, however, be purchased to and from Gardiner when passengers know before starting of their intention to go into the Park. See information about through sleeping car service direct to Gardiner on pages 30 and 31.

Side-Trip Fares

\$5.50 Ticket—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return. Dates of sale June 14 to September 19, 1913.

Half of this fare will be made for children of five and under twelve years of age.

\$18.00 Grand Canyon Ticket — Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs, Norris Geyser Basin, Grand Canyon and Falls of the Yellowstone and return to Gardiner. This ticket does not cover hotel accommodations. Dates of sale, June 17 to September 18, 1913.

Half of this fare will be made for children of five and under twelve years of age.

\$55.50 Ticket—Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return to Gardiner, and not to exceed 5½ days' accommodations at the Yellowstone Park Hotel Co.'s hotels (seventeen meals and five nights' lodging). Dates of sale, June 14 to September 14, 1913.

Half of this fare will not be made for children.

Stage companies in the Park will make half rates for children of five and under twelve years of age, and the hotel company will make half rates for children under eight years of age locally at Park hotels.

Meals at Park hotels are \$1.25 each; rooms, \$1.25 a day and up, according to accommodations desired.

Side Trip, Gardiner to Grand Canyon and Return

Going, 9:15 A. M. Lv. Gardiner.
Ar. Mammoth Hot Springs....10:15 A. M.



Along the Yellowstone Between Livingston and Gardiner.



Yankee Jim's Cabin, Near Gardiner.

Going,	10:45 A. M.	Lv. Mammoth Hot Springs.	
		Ar. Norris	2:00 P. M.
Going,	3:15 P. M.	Lv. Norris.	
		Ar. Grand Canyon	5:30 P. M.
Returning,	10:45 A. M.	Lv. Grand Canyon.	
		Ar. Norris	1:00 P. M.
Returning,	2:15 P. M.	Lv. Norris.	
		Ar. Mammoth Hot Springs....	5:30 P. M.
Returning,	6:30 P. M.	Lv. Mammoth Hot Springs.	
		Ar. Gardiner	7:15 P. M.

First and foremost, all things considered, among America's scenic wonders is Yellowstone Park. Lying in the heart and among the inspiring peaks of the Rockies, dominated by these mountain sentinels, it forms an outing and pleasure reserve unsurpassed on earth for the astounding variety of its matchless natural and unique phenomena. And it is all contained within a comparatively limited area—3,312 square miles, or 2,142,720 acres—lying principally in Wyoming, but partly in Idaho and Montana. Yellowstone Park was the first national park established by the United States, and it is the largest one. The open season is June 15 to September 15.

The Park is under the control of the Department of the Interior, and an acting superintendent, who is an army officer, has immediate charge. Under him there are four troops of cavalry con-



The Devil's Slide, Below Gardiner.

stantly in the Park to police it and protect it from acts of vandalism. The headquarters are at Fort Yellowstone (Mammoth Hot Springs), five miles from the northern, or Gardiner gateway—the original entrance to the Park—and reached only by the Northern Pacific Railway.

Six-horse stage coaches, with a capacity of from twenty to thirty-four persons each, are in use by the Yellowstone Park Transportation Company between Gardiner and Mammoth Hot Springs. The regular coaches of the same company for the tours south of the "Springs" are four-horse conveyances, of capacities varying from eight to eleven passengers each. There are surreys and other forms of light conveyances for special uses.

Mammoth Hot Springs is the center of government of the Park. That is, Fort Yellowstone headquarters are located here, as are also a U. S. commissioner, a government engineering office, and a weather bureau station. The Mammoth Hot Springs Hotel is charmingly located in an excellent position, commanding a full view of the ter-



The Transportation Company's Six-Horse Coaches and Stables at Gardiner.



Starting on the Park Tour from Mammoth Hot Springs.

paces and plaza, the army officers' quarters, barracks, etc. It is soon to be replaced by a new and larger hotel. Other hotels are located at the Lower and Upper Geyser basins, Yellowstone Lake outlet, and the Grand Canyon. These hotels are of a high order of excellence throughout, and compare most favorably with the leading resort hotels of the world. They are roomy, well lighted, and conveniently and attractively located.

The regular tour of the Park consumes six days south of Livingston, on the main line of the Northern Pacific Railway, fifty-four miles north from Gardiner. This tour includes **five and one-half days** in the Park itself.

For a more detailed description of the Park and this complete tour, including much information about the hotels, the reader is referred to our Yellowstone Park folder and other publications. **This** folder is more particularly designed to exploit a short tour for those who stop at hotels, covering certain important points only—a tour which many who cannot find time to take a longer tour may take—and carry away with them a fair-

ly good idea of the Park and its most precious treasures. This most attractive tour begins at Gardiner and embraces Mammoth Hot Springs and its marvelous terraces, Norris Geyser Basin and its geysers and pools, the wonderful Grand Canyon and its vicinity, and the return to Gardiner. It occupies two days, and is, without question, the greatest little trip in the country, possibly in the world, for the time and money.

Beginning at Gardiner, it includes the picturesque and striking entrance arch dedicated by then President Roosevelt; the antelopes, and, at times, other wild, yet half domesticated animals found there; the ever-alluring, rushing Gardiner River and its solitary but conspicuous Eagle Nest Crag and the aerie nest showing plainly at the top. The ride of five miles to the "Springs" also embraces several widely extended but extremely varying mountain panoramic views as the stage coaches climb and wind about the easy grade, that are not only thoroughly enjoyed when seen, but will be recalled time after time in succeeding years.



Liberty Cap, Mammoth Hot Springs.

At Mammoth Hot Springs half an hour is given to viewing the painted terraces, adorned by Nature herself in a most extraordinary and singular manner, and Liberty Cap, an old and extinct geyser, standing sentinel at the base of the terrace mounds.

Fort Yellowstone and the soldiers' quarters; the long, adamant palisades of Mt. Everts; the bison in the corral; the rounded, timbered slopes of Bunsen Peak; the vista afforded by the distant Washburn Range near the Grand Canyon; the view of the mountain range north of and beyond Gardiner, all are to be enjoyed on this short trip to and in the Park, while at "Mammoth" the capital of Yellowstone Park.

Between the "Springs" and Norris Basin there is not a mile of the twenty that is uninteresting. Skirting the colored terraces, the fine road twists among the Travertine rocks, a curious and widespread medley of jumbled and angular silver gray rocks, giving the name of Silver Gate to the passage-way among them.

Following Silver Gate comes the Golden Gate Canyon, with its lone, rocky sentinel at the en-

trance, the concrete viaduct, and Rustic Fall at the extreme western end. Emerging from Golden Gate the wide-open Swan Lake Valley is traversed. Across the valley, as the coach clears the gorge, stands the Gallatin range of mountains. At the north, Electric Peak dominates the landscape, and at the southern extremity stands Mt. Holmes, with many and multiform peaks punctuating the horizon between.

The road winds through an attractive valley between hills and mountains, timbered stretches alternating with open, grassy vales, meandered by trout streams. At Apollinaris Springs the coaches halt to enable their occupants to quaff a cup of nature's own delicious mineral water.

The Obsidian Cliff—the ancient arrow quarry of the Indians—looms ahead, and at its base slumbers Beaver Lake, the real glass road over which the traveler rides lying between the two. Obsidian is a natural volcanic glass, black in color. To make the good road now found here it was necessary to heat the huge Obsidian blocks with big fires and then throw water, taken from the lake, over them. This fractured them, and the shat-



Bison at Mammoth Hot Springs.



Mound Terrace, Mammoth Hot Springs.

tered pieces, now rendered manageable, were used as the foundation for the road.

Beaver Lake is still the home of the industrious beavers, and it is also a great resort for waterfowl. The long, sinuous, narrow beaver dam and a beaver house or two may easily be seen from the coaches.

Roaring Mountain and Twin Lakes next attract attention. The former is a high, oblong hill to the east of the roadway with thousands of steam vents of varying sized orifices emitting steam. Some of these make quite a noise. At long intervals the pressure here becomes very strong, and then the vapor is expelled from some of the outlets with a very loud, roaring sound that can be heard a long distance. From this fact comes the name. The lakes are side by side, small but exquisitely beautiful, one green, the other a dark bluish color, contrasting most effectively with each other.

The Devil's Frying Pan always attracts attention with its sputtering, and soon after passing it Norris Geyser Basin is reached.

Norris Basin is considered by scientific authorities to be the youngest, relatively—the most recent manifestation of volcanic, or hydro-thermal, activity in the Park. It has always been particularly noted for the fact that it alone, of all the geyser areas, has a steam geyser, or, as is now the case, steam geysers, pure and simple, among its marvels. Here one obtains, in the one hour and fifteen minutes of lay-over on each day of the tour, a fairly comprehensive idea of the geyser and hot pool phenomena. The Monarch Geyser is a good sample of the better class of geysers. It plays about every twelve hours to a height, ordinarily, of from 75 to 125 feet. The New Crater plays more frequently, but not to such a height.

Other objects at Norris that attract the observer are the Constant Geyser, Congress Spring, which is a semi-geyser, the Bath Tub, and the Emerald Pool, with many other objects of somewhat lesser importance, but extremely interesting, nevertheless.

Between Norris Basin and the Grand Canyon



New Crater Geyser, Norris Geyser Basin.

overlooks the lower part of distant Hayden Valley, and also Sulphur Mountain a conspicuous object in the landscape. From it fishing excursions may be made to numerous near-by points, particularly to the Fishing Hole in the canyon. The road from the hotel to Mt. Washburn and Tower Fall is a surprising one in every way, and the side trip to the summit of Mt. Washburn is a notable one.

At the Canyon Hotel the bears are objects of great interest. They are found around the garbage piles and if unmolested are harmless and afford much amusement to the tourists.

The distance involved in the short tour here described, from Gardiner to the canyon and return, is 74 miles. One night is spent at the Grand Canyon Hotel and a half day is allowed for sight-seeing at the canyon.

This enables one to carry away a mental picture of each locality that will be cherished forever.

Those, as before stated, who cannot take the time to make the entire round of the Park will



The Heart of Golden Gate Canyon.



The "Lounge," Grand Canyon Hotel.

find the tour here outlined an eminently satisfactory one. The half loaf is better than none at all, and this tour should appeal particularly to those on a trans-continental trip who can, without detriment, snatch two or three days from a busy calendar and use it in viewing the unspeakable glories of the Park and add wholesome pleasure and knowledge to their experiences.

Canyon Side Trip Excursions

AS MADE FROM GRAND CANYON HOTEL.

With the many beautiful drives and rides, early morning walks, all day climbs, fishing picnics, and the wonderful influences which the Grand Canyon holds over all who gaze into its majestic depths, days will grow into weeks before one can fully satisfy one's heart hunger for this, America's most sublime and dramatic creation.

DAILY AFTERNOON EXCURSION.

Point Lookout, Grand View, Castle Ruins,
Inspiration Point—8 Miles

Carriages leave the hotel at 1:00 o'clock p. m. for this trip, possibly the most remarkable short trip in the world.

DRIVING OR RIDING—HALF-DAY EXCURSIONS.

Artists' Point, Across the Canyon—4 Miles.

A noted projection on the south side of the canyon wall.



A Corner of the "Lounge," Grand Canyon Hotel.



The New Grand Canyon Hotel, Looking East.

the road at first follows the upper Gibbon River, a charming trout stream, and then cuts through the forest to the Yellowstone River, Falls, and Canyon. En route Virginia Cascade, one of the finest of the Park cascades, is passed.

The Grand Canyon is not only the most wonderful thing in Yellowstone Park, but it has not, so far as yet known, its counterpart anywhere else. There are other fine canyons, but none that combines, as does this, such color and sculpture-work—the essentials of a mighty scenic production of the Almighty. Of its kind it is the chief, supreme and eternal, and in connection with the vivacious Upper Fall, 109 feet high, and the more serious, dignified Lower Fall, 308 feet high, it forms a scenic combination unequalled. The two falls are within a short mile of each other, and the Lower, or Great, Fall is at the head of the transcendent canyon.

There are several noted points of view along the canyon walls. On the north side, the head of the fall, Lookout Point, Grand View, and Inspiration Point afford separate and distinctively differ-



The Bath-Tub, Norris Geyser Basin.



The Grand Canyon Hotel, Looking West.

ent pictures of this immortal pageant of nature. On the south wall, easily reached in recent years by the very graceful concrete Melan bridge across the canyon above the Upper Fall, Artist's Point is a vantage spot that projects well out, giving a remarkable view of the canyon.

The new and beautiful Grand Canyon Hotel was opened to the public June 15, 1911. This hotel will rival the finest resort places of the world. Six hundred feet in greatest length by four hundred feet in greatest width, it is provided with three hundred and seventy-five guest rooms, seventy-five of them with private bath. It is equipped with elevator, laundry, vacuum cleaning plant, cold storage and ice-making plant, and is electric lighted and steam heated. The water used is brought from a natural cold spring and by chemical analysis is absolutely pure.

The main feature of the new hotel is the "Lounge." This is an enormous room, one hundred and seventy-five feet long by eighty-four feet wide. The sides are practically all plate glass.

It is artistically and restfully furnished and on occasion is an ideal place for dancing.

While the hotel is large and roomy, it is, at the same time, home-like and inviting. It is as thoroughly modern as such a hotel home can be, and no pains or expense was lacking to make it a perfect resort home. It is a great success and has charmed thousands of guests.

A good orchestra is maintained during the season at the hotel.

No similar structure in this country can surpass this magnificent wilderness lodge, and it became at once almost as much an object of interest and curiosity as the natural phenomena found here.

This plain description of the main features of the Canyon Hotel does scant justice to it as an elegant, yet cozy and delightful stopping place. Every effort has been made to make it a fitting and component part of the renowned locality of which it necessarily forms such an important part.

It is located on a commanding slope within a short distance of both the Upper and Lower Falls,



New Crater Geyser, Norris Geyser Basin.

overlooks the lower part of distant Hayden Valley, and also Sulphur Mountain a conspicuous object in the landscape. From it fishing excursions may be made to numerous near-by points, particularly to the Fishing Hole in the canyon. The road from the hotel to Mt. Washburn and Tower Fall is a surprising one in every way, and the side trip to the summit of Mt. Washburn is a notable one.

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A noted projection on the south side of the canyon wall.



A Corner of the "Lounge," Grand Canyon Hotel.

Sulphur Mountain—5 Miles.

Two pure sulphur buttes, surrounded by violent hot springs.

DRIVING OR RIDING—ALL-DAY EXCURSIONS.

Mount Washburn, 10,000 Feet—11 Miles.

This drive covers the most remarkable piece of roadway in the Park. Expanding panoramic and far-reaching views are unfolded before the traveler at every turn of the ascent until the climax is reached at the summit of the peak.

RIDING—HALF-DAY EXCURSIONS.

Silver Cord Cascade—4 Miles.

A beautiful waterfall that drops from the brink of the south wall of the canyon to the Yellowstone River, 1,200 feet below.

Spurgin's Beaver Slide—3 Miles.

An almost perpendicular descent down the mountain, through the timber, where Captain Spurgin let down his wagons by ropes, in 1877, when Gen. Howard was in pursuit of the Nez Perce Indians.

Ink Pot Hot Springs—7 Miles

Muddy, black caldrons that excel even the Mud Volcano in point of "infernalness" and muddiness.

Violet Springs—6 Miles.

On one of the small branches of Alun Creek.

Hayden Valley—7 Miles.

The summer range of vast herds of elk. A beautiful valley, named for the late Dr. Hayden.



An Angle of the Grand Canyon Hotel.



Dining Room, Grand Canyon Hotel.

RIDING—ALL-DAY EXCURSIONS.

Chief Joseph's Ford—9 Miles.

On the road to Yellowstone Lake to the point, at Mud Volcano, where Chief Joseph and his pursued band of Nez Perce Indians forded the Yellowstone River in 1877. Ford the river and return by wild game trails along the other side of the stream.

Fountain Hotel—30 Miles.

Over the trail of the retreating Nez Perce Indians in 1877 to the head of Hayden Valley, across Mary's Mountain and past Mary's Lake and down Nez Perce Creek, from its head waters, to the Fountain Hotel. This trail winds through the summer ranges of the elk where large herds of these animals are almost sure to be seen.

Tower Fall, via Fossil Forest—30 Miles.

Down the opposite side of the canyon, by Amethyst Mountain and over Specimen Ridge to the Fossil Forest, and, crossing Yellowstone River, return by Tower Fall. Large herds of wild game are seen on this trip.

WALKING—HALF-DAY EXCURSIONS.

To the Brink of the Lower Fall; to the Foot of the Upper Fall; to the Foot of Cascade Falls; to Red Rock, in the Canyon Under Point Lookout.

A winding trail leads down from Point Lookout to Red Rock, several hundred feet below the brink of the canyon. The most perfect view of the Lower Fall is obtained from Red Rock.

WALKING—ALL-DAY EXCURSIONS.

Dunraven Peak, 9,700 Feet—7 Miles.

Hedges Peak, 9,500 Feet—6 Miles.

WILD FLOWERS

About four miles up the Mount Washburn road the mountain slopes are covered with dense beds of wild flowers. It is well worth while for one to visit these. The Park flora is a very fine one.

FISHING.

Along the Yellowstone River to Alum Creek—4 Miles.

Grebe Lake—4 Miles.

Headwaters of Gibbon River—5 Miles.

Headwaters of Trout Creek—9 Miles.

Seven Mile Hole—7 Miles.

One of the best fishing grounds in the Park is found seven miles down the Yellowstone River in the heart of the canyon.

RETURN TO MAMMOTH HOT SPRINGS.

Via Dunraven Pass and Tower Fall—40 Miles.

This trip is over the Mount Washburn road, the most scenic road in the Park, as far as the Dunraven Pass; thence along the slope of Mount Washburn to Tower Fall, 132 feet high. This is one of the most beautiful falls in the Rockies. It is set amidst rugged, needle-like rocks that resemble the ruins of the towers of old castles. Near by is Cleopatra's Needle, a pinnacle which rises 200 feet out of the Yellowstone River. Persons may take lunch at Roosevelt Camp and reach Mammoth the same day, or they may stop a day in camp and visit Lost Creek Falls, the Fossil Forest and Soda Butte, or they may fish in the Yellowstone and Lamar rivers or in Slough Creek.



Bears Feeding at the Grand Canyon.



The Grand Canyon and Distant View of the Lower Fall.

For further information in regard to the Northwest, details as to fares, routes, with maps, etc., call on or address your nearest ticket agent, or any of the following representatives of the Northern Pacific Railway:

ABERDEEN-HOQUIAM, WASH.—221 E. Heron Street. Aberdeen.
 E. A. McKenna.....General Agent
 ATLANTA, GA.—16 North Pryor Street.
 W. W. Neal.....Traveling Passenger Agent
 BELLINGHAM, WASH.—1222 Dock Street.
 A. N. Bussing.....General Agent
 BILLINGS, MONT.—Montana Avenue and 28th Street.
 J. E. Spurling.....General Agent
 BOSTON, MASS.—207 Old South Building.
 C. E. Foster.....District Passenger Agent
 BUFFALO, N. Y.—215 Ellicott Square.
 Wm. G. Mason.....District Passenger Agent
 BUTTE, MONT.—N. W. Corner Park and Main Streets.
 W. H. Merriman.....Division Freight and Passenger Agent
 CHICAGO, ILL.—144 South Clark Street.
 A. C. Odenbaugh.....General Agent Passenger Department
 J. C. Thompson.....District Passenger Agent
 J. L. Daugherty.....Traveling Immigration Agent
 Jno. F. Fox.....Traveling Immigration Agent
 CINCINNATI, OHIO—40 East Fourth Avenue.
 M. J. Costello.....District Passenger Agent
 J. C. Eaton.....Traveling Immigration Agent
 DES MOINES, IOWA—212-214 Century Building.
 E. D. Rockwell.....District Passenger Agent
 DETROIT, MICH.—Room 423 Majestic Building.
 A. E. Ryan.....District Passenger Agent
 DULUTH, MINN.—334 West Superior Street.
 J. I. Thomas.....General Agent
 C. P. O'Donnell.....City Passenger Agent
 EVERETT, WASH.—2825 Colby Avenue.
 C. O. Martin.....General Agent
 HELENA, MONT.—117½ Main Street.
 E. S. Richards.....General Agent
 Geo. A. Miner.....City Passenger Agent
 R. J. Dee.....Traveling Passenger and Freight Agent
 INDIANAPOLIS, IND.—42 Jackson Place.
 W. E. Smith.....District Passenger Agent
 KANSAS CITY, MO.—309 Commerce Building.
Traveling Immigration Agent
 LEWISTON, IDAHO—319 Main Street.
 W. J. Jordan.....General Agent
 LOS ANGELES, CAL.—636 So. Spring Street.
 W. E. Swain.....General Agent
 MILWAUKEE, WIS.—316-317 Railway Exchange Building.
 M. E. Harlan.....District Passenger Agent
 MINNEAPOLIS, MINN.—19 Nicollet Block.
 G. F. McNeill.....City Passenger Agent
 MONTREAL, QUE.—Imperial Bank Building, St. James Street.
 Tracy Howard.....District Passenger and Freight Agent

NEW YORK CITY—1244 Broadway.
 W. F. Merzhon.....General Agent Passenger Department
 NORTH YAKIMA, WASH.
 C. C. Burdick.....General Agent
 PHILADELPHIA, PA.—711 Chestnut Street.
 P. W. Pummill.....District Passenger Agent
 PITTSBURGH, PA.—Rooms 208-9-10, Park Building.
 C. E. Brison.....District Passenger Agent
 PORTLAND, ORE.—255 Morrison Street.
 A. D. Charlton.....Assistant General Passenger Agent
 PORT TOWNSEND, WASH.—402 Water Street.
 W. L. Clark.....Agent
 SAN FRANCISCO, CAL.—685 Market Street.
 T. K. Stateler.....General Agent Passenger Department
 SEATTLE, WASH.—First Avenue and Yesler Way.
 H. N. Kennedy.....General Agent
 J. O. McMullen.....City Passenger Agent
 SPOKANE, WASH.—701 Sprague Avenue, Corner Wall Street.
 C. R. Loneragan.....General Agent
 W. H. Ude.....City Passenger Agent
 L. M. Conry.....Traveling Passenger Agent
 ST. LOUIS, MO.—306 Central National Bank Building.
 D. B. Gardiner.....District Passenger Agent
 ST. PAUL, MINN.—Fifth and Robert Streets.
 C. L. Townsend.....City Passenger Agent
 General Office Building, Fourth and Broadway:
 J. T. McKenney.....District Passenger Agent
 L. P. Gellerman.....District Passenger Agent
 John C. Poore.....Assistant General Passenger Agent
 C. A. Matthews.....Assistant General Passenger Agent
 E. E. Nelson.....Assistant General Passenger Agent
 L. J. Bricker.....General Immigration Agent
 SUPERIOR, WIS.—920 Tower Avenue.
 W. H. Mitchell.....Agent
 TACOMA, WASH.—925 Pacific Avenue.
 C. B. Foster.....City Passenger Agent
 Webb F. Sater.....Traveling Passenger Agent
 VANCOUVER, B. C.—430 Hastings Street.
 H. Swinford.....General Agent
 C. E. Lang.....City Passenger Agent
 VANCOUVER, WASH.—512 Main Street.
 S. J. Miller.....Traveling Passenger Agent
 VICTORIA, B. C.—Corner Yates and Government Streets.
 E. B. Blackwood.....General Agent
 WALLACE, IDAHO—Station.
 C. M. Grubbs.....General Agent
 WALLA WALLA, WASH.—3 East Main Street.
 S. B. Calderhead.....General Agent
 WINNIPEG, MAN.—268 Portage Avenue.
 W. C. Hartnett.....General Agent

J. G. WOODWORTH, Traffic Manager

**A. M. CLELAND, General Passenger Agent
 ST. PAUL, MINN.**

J. M. HANNAFORD, Second Vice President

Through Sleeping Car Service Between Chicago, St. Paul, Minneapolis and Yellowstone Park—Gardiner Entrance

During the Park season of 1913 a through Pullman Standard Sleeping Car will be in service between Chicago, St. Paul, Minneapolis and Gardiner Gateway. This service will start June 29th from Chicago, June 12th from St. Paul; will leave the Union Station, Chicago (on Burlington train No. 51, Northern Pacific train No. 3) daily at 9:30 A. M., arriving at St. Paul at 10:00 P. M., and leaving St. Paul Union Station at 10:30 P. M., Minneapolis at 11:00 P. M., arriving at Gardiner at 9:00 A. M., less than two days and two nights from Chicago. Dining car service through to Gardiner.

East-bound, this Pullman will leave Gardiner at 7:15 P. M. daily. At Livingston the car will be attached to the Northern Pacific's noted train No. 2, the North Coast Limited, leaving Livingston at 1:55 A. M., arriving at Minneapolis at 7:30 A. M., St. Paul at 7:55 A. M. Leaving St. Paul at 8:40 A. M., via "Burlington Route," and arriving at Chicago Union Station at 9:10 P. M.

PERSONALLY CONDUCTED: Beginning with Sunday, June 22, this car, leaving Chicago each Sunday during the Park season, will be personally conducted to and through Yellowstone Park and return to Chicago. This new feature adds to the pleasure of the Park trip—it is the no-bother most-pleasure way of traveling. Reservations in this Sunday personally conducted car may be made in advance by application to any Northern Pacific representative. The Personal Conductor will attend to reservations for return trip or Pacific Coast trips for those of party who do not return directly to Chicago. The last car personally conducted will leave Chicago Sunday morning, September 7, 1913.

Other Through Service

Through Pullman Sleeping Cars are also operated during the Park season on Northern Pacific trains between St. Paul, Minneapolis and Gardiner, and between North Pacific Coast cities and Gardiner. A through Pullman is also in service between Omaha and Gardiner via the Burlington-Northern Pacific lines. More detailed references to this through service may be found in the regular Northern Pacific time folders and our other Park literature.

THE GRAND CANYON OF THE YELLOWSTONE

